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A MODERN HOME, located in a good neighborhood in Kalihi, within two minutes' walk from car line and a short distance from the new Kalihi-vaena School.

The house is well built and in first-class condition, being almost new. It contains two bedrooms, about 16x18; a good-sized parlor and diningroom; kitchen, bath, etc. The interior is finished in natural wood and the ceilings are unusually high. Large bathroom, modern plumbing; electric lights, stable, servants' quarters and chicken run. All buildings are in the best condition. Size of lot, 56x190. The adjoining lot may also be purchased at a reasonable figure if larger grounds are desired.

Owner wishes to dispose of this property immediately and will sacrifice it in order to do so. Let us show it to you. If it suits you make us an offer.

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You're the Captain. Now, if you try to be Chief Engineer too, you won't be as good a captain, and there's liable to be a calamity.

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Houses and Lots in Palama.
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The Great Plaything

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READ THE ADVERTISER

WORLD'S NEWS DAILY.

MARINE

With the exception of the regular Tuesday sailings of the inter-island steamers, the only event on the waterfront yesterday was the arrival of the British cruiser Monmouth. She came in with a rush, coming through the channel at a higher rate of speed than any vessel ever has up to this time, according to the old timers on the waterfront. When nearing the naval dock her engines were reversed, and she came into place, though not without some little plink. In making the landing she ripped a long stringer of the wharf and one of the casements in which her six-inch guns are located scraped against the wharf, breaking a water pipe. There was no serious damage done, however, the cruiser's paint suffering slightly.

The Monmouth is a relief to see after the French and Italian cruisers which have been here. Yesterday afternoon, even though she was coaling, she was a model of neatness as compared with the other European war vessels. She is a first-class cruiser, of what is known as the "county" type, from the fact that the vessels of her class have been named after the various counties of England.

The Monmouth does not carry any very heavy guns, her entire battery, with the exception of the rapid-fire guns, being composed of six-inch weapons. Of these she has fourteen, two of which are mounted in turrets, forward and aft, and the others in casemates which are protected with six-inch Krupp steel armor.

The secondary battery on the Monmouth is composed of ten twelve-pounders, three three-pounders and two Maxims. She is an armored cruiser, all the vital parts being protected with 4-12 inch Krupp plates. Her displacement is 9800 tons and her engines are of 23,000 horse power, giving her a speed of 23-1/2 knots under forced draught. Her most dangerous armament, particularly at close quarters, consists of four submerged torpedo tubes, which, while not in evidence to the eye, are more to be feared even than her guns.

From the speed and guns mentioned it can be seen that the Monmouth is intended as a commerce destroyer, more than anything else, though she could take her place in the battle line against anything but the most powerful of ships. She carries a large complement of men. In her wardroom are nineteen officers, while the gun room officers are seventeen in number. Her total complement, including seventy marines, amounts to 680 men.

She was built in 1902, by the London and Glasgow Co., on the Clyde, and has been continuous service ever since. On her trip down here from Vancouver she kept up a speed of very nearly fourteen knots an hour, and did the same on her way over to Yokohama. The orders for her to leave the Asiatic fleet, which generally is stationed at Weihaiwei, only gave her an hour and a half in which to get ready for the trip across the Pacific to take Prince Fushimi back to his native country. Eighteen hundred tons of coal were taken on board, which was more than enough for the trip over, which was made in pleasant but cold weather. She took 800 tons of coal on board in this city, completing the work last night. This, with what she now carries, will give her enough to last till she reaches Yokohama, which will probably be on July 14, as she leaves this afternoon.

ALAMEDA SAILS TODAY.

The Alameda leaves this morning for the Coast with mail, passengers and freight. Her passenger list is good sized, over fifty having booked for the trip. She takes a full cargo of freight, the principal items being sugar, pineapples, bananas and rice.

SAILING SHIPS TO LEAVE.

The schooner Metha Nelson, which has been discharging in this city for the past week, will sail today for Mahukona, where she will leave the remainder of her freight. The S. C. Allen is due to sail today for Eureka, in ballast. She will load with lumber and return to this city as soon as possible.

HAS PASSENGER LICENSE.

The steamer J. A. Cummins has been granted a passenger license and can carry up to 100 passengers inside the harbor and up to thirty between Diamond Head and Pearl Harbor. She will probably be in demand for large excursions between here and the Peninsula, as up to this time there has been nothing here to make these trips on except small launches.

SIBERIA DUE MONDAY.

The Pacific Mail liner Siberia is due Monday morning from the Orient with mail and passengers. She will bring 500 tons of freight for this city. Hackfeld & Co., the steamer's agents, have received cable advices that she will be able to accommodate thirty passengers from this city.

JUDICIARY BUILDING
REPAIRS SET AHEAD

Asked what large public works were likely to be undertaken first in the new biennial period just opened, Superintendent Holloway yesterday answered that the repairs to the Judiciary building, for which \$50,000 is appropriated, might be among the earliest.

WEATHER REPORT

U. S. Department of Agriculture.
Weather Bureau.

The following data, covering a period of thirty-two years, have been compiled from the McKibbin and Weather Bureau records at Honolulu, T. H. They are issued to show the conditions that have prevailed, during the month in question, for the above period of years, but must not be construed as a forecast of the weather conditions for the coming month.

Month, July, for thirty-two years.

TEMPERATURE (1890-1906).
Mean or normal temperature, 78 deg. The warmest month was that of 1900, with an average of 79 deg.

The coldest month was that of 1894, with an average of 76 deg.

The highest temperature was 83 deg., on July 28, 1900.

The lowest temperature was 63 deg., on July 1, 1899.

PRECIPITATION (RAIN; 1877-1894, 1905 AND 1906).

Average for the month, 1.45 inches.

Average number of days with .01 of an inch or more, 14.

The greatest monthly precipitation was 6.03 inches, in 1880.

The least monthly precipitation was 0.34 inch, in 1882.

The greatest amount of precipitation recorded in any 24 hours was 3.17 inches, on July 12, 1880.

RELATIVE HUMIDITY.*

Average—9 a. m., 66 per cent.; 9 p. m., 72 per cent. (1893-1904). 8 a. m., 66 per cent.; 8 p. m., 70 per cent. (1905 and 1906).

CLOUDS AND WEATHER (1890-1906).

Average number of clear days, 13; partly cloudy days, 17; cloudy days, 1.

WIND.

The prevailing winds are from the NE. (1875-1894, 1905 and 1906).

The average hourly velocity of the wind is 3.8 miles (1905 and 1906).

The highest velocity of the wind was 27 miles from the NE., on July 6, 1905 (1905 and 1906).

Station... Honolulu, T. H.

Date of issue: June 29, 1907.

* 9 o'clock averages from records of Territorial Meteorologist; 8 o'clock averages from Weather Bureau records.

WM. B. STOCKMAN,
Section Director, Weather Bureau.

The indictments in New York against Marc Klaw and Abe Erlanger charged with maintaining a theatrical trust, have been dismissed. It is held that plays are not articles of trade in common use.

Charles Manley, a wealthy mining man of Spokane, was carried nine miles in a litter over a mountain trail near Redding in order to get him to where a surgical operation could be performed. Eighteen men in relays were employed.

It is charged that a conspiracy exists among Southern Pacific employees and higher officials by which freight cars from the east are delayed at Sparks, Nevada, and a charge of \$50 a car is exacted of shippers or consignees to secure their being expedited to San Francisco.

HONOR SHOWN
THE VISITING PRINCE

(Continued from Page One).

In military order. The Japanese sailors from the cableship Restorer also marched in line.

The procession formed at Aala Park and the scene there was attractive and gay. Headed by the Hawaiian band the procession moved along Beretania street to the Japanese Consulate, where banquets were given, then along Fort and Hotel street to the Young Hotel. Here the band played the Japanese national air and the cheering banquets were deafening as the Prince appeared at the window of his apartment. With him were the Acting Governor and the Japanese Consul General, each of whom it matches that the cheering thousands in the street below could see plainly the features of their prince.

THE MONMOUTH CHEERED.

From the hotel the procession proceeded by way of King and Richards streets to the Naval wharf, where the Monmouth lay coaling. Along the waterfront of the naval reserve the bright procession formed, while sky rockets streamed and broke overhead. The British sailors clustered on the forward deck and back and forth from the crowd to the ship rolled the banquets and the deeper throated hurrahs. "God Save the King," "The Star Spangled Banner," the Japanese anthem and "Aloha Oe," were played at intervals by the band, each familiar tune being the signal for more outbursts of cheers.

Shortly after nine o'clock the welcome was over and the crowd, with darkened lanterns dispersed. Throughout the whole affair there was not a single approach to rowdiness on the part of either the jubilant Japanese or the thousands of watchers along the line of march. The affair went off without a hitch and greatly to the credit of those in charge of the arrangements.

NOTHING FORMAL TODAY.

There have been no formal arrangements made for the entertainment of Prince Fushimi today, the early hour of sailing of the Monmouth, three o'clock this afternoon, making any program unnecessary.

WHO OUR IMPERIAL VISITOR IS.

His Imperial Highness Prince Sadanaru Fushimi is not only distinguished because of a long and active military career, but also as the head of a family that ranks highest among the imperial families of Japan. He was born on April 28, 1858, being a son of the late Prince Kunikida. He was married on October 5, 1876, to the Princess Toshiko, a daughter of the late Prince Arisugawa Takahito. She is a sister of the Prince Arisugawa. Prince Fushimi's eldest son, the Prince Hiroyasu, is married to a daughter of Prince Tokugawa Keiki, the last of the Tokugawa line of Shoguns. Prince Hiroyasu is a commander in the navy, and was wounded while with Admiral Togo on board the Mikasa in the battle of the Yellow Sea, on August 10, 1904.

Graduating from the Military School and obtaining his first commission in 1875, Prince Fushimi steadily worked his way up through the various stages of promotion until he attained his present status of full general in the Imperial Army, with the added dignity and responsibility of being a member of the Supreme Council of War. As Major-General he commanded a brigade in the northern part of Japan in 1892, and subsequently in the Japan and China war of 1894-5, when he fought in the Wei-hai-wei region, as well as in the Island of Formosa. At the close of that campaign he was awarded the Order of the Golden Kite, the decoration most coveted by those who are in the military and naval services of Japan. The Prince was promoted in 1898 to be Lieutenant-General and became commander of the Tenth Division stationed at Himeji in South-West Japan, and later of the First Division, at Tokyo. In this position he went to the front during the war with Russia, his division forming part of the Second Army, and he was engaged in the severe struggle at Nan-Shan and afterwards with the Third Army in the attack on Port Arthur. It need hardly be said that he was exposed equally with his officers and men to the risks which were attendant upon all these engagements in a critical stage of the campaign.

As in war, so also in peace, the Prince has rendered the Emperor important service. He represented His Majesty at the Coronation of the Czar of Russia in 1896, and was specially despatched by the Emperor to the International Exposition held in St. Louis in 1904.

The suite of the Prince includes General Nishi, Inspector General of Military Education and Training, who likewise greatly distinguished himself in the late war with Russia; Mr. S. Nagasaki, Court Councillor; Mr. S. Baba, steward to the Prince's household; and Major Higashi, aide-de-camp.

A SOUVENIR OF HAWAII.

As a souvenir of his visit to the Islands, Prince Fushimi will take with him when he sails today a moss-covered rock from the Waianae mountains. This he will place in his garden. The rock will be suitably engraved, men having been sent early yesterday morning to the Waianae hills to secure the proper kind of a specimen as soon as a desire for some such souvenir was expressed by the imperial visitor.

JAPAN AND AMERICA ARE FRIENDS.

In an interview given out to the press yesterday morning by M. S. Nagasaki, K. C. M. G., the imperial master of ceremonies, on behalf of the Prince, the delight of the visitor at the reception given him throughout Canada was expressed. The friendship existing between Japan and the United States was emphasized by him, but no expression of opinion regarding the recent friction between the two governments could be obtained. The Prince being described by Mr. Nagasaki as a soldier and not a statesman, and having nothing to do with international politics.

Last evening Prince Fushimi was the host of a dinner at the Young Hotel, at which the cafe dining room had been reserved for himself and suite. Besides his staff, there were present at the dinner the commanding officer and

aide of the Monmouth, the British Consul, the Japanese Consul General, the British Vice Consul and Acting Governor Atkinson.

The oldest enlisted man on the rolls of the United States army is Sergeant David Robertson of the hospital corps, stationed on Governor's Island. He is a native Scotchman, first enlisted May 27, 1854, and he has been in continuous service, having the extraordinary record of never having lost a day. He is 74 years of age.

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Stomach Bitters

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It cures
Nausea,
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Dyspepsia or
Malarial Fever.

Women and girls who suffer from monthly ills can also be cured by taking the Bitters promptly.

Oahu Railway
TIME TABLE.

OUTWARD.

For Waianae, Waiwae, Kahuku and Way Stations—9:15 a. m., 9:30 p. m.
For Pearl City, Ewa Mill and Way Stations—7:30 a. m., 9:15 a. m., 11:05 a. m., 2:15 p. m., 3:20 p. m., 5:15 p. m., 9:30 p. m., 11 p. m.
For Wahiawa—9:15 a. m. and 5:15 p. m.

INWARD.

Arrive Honolulu from Kahuku, Waiwae and Waianae—8:36 a. m., 5:31 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—7:46 a. m., 8:36 a. m., 10:38 a. m., 1:40 p. m., 4:31 p. m., 5:31 p. m., 7:30 p. m.
Arrive Honolulu from Wahiawa—8:36 a. m. and 5:31 p. m.
Daily, except Sunday. Sunday Only.
The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:22 a. m.; returning, arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City and Waianae.
G. P. DENISON, F. C. SMITH,
Superintendent. G. P. & T. A.

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ALL KINDS OF
SHIRTS, PAJAMAS and KIMONOS
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KEE LOX

Free samples of this famous non-grease Carbon Paper for the asking.

Hawaiian News Co., Ltd.
Young Building.

By Authority.

The Board of License Commissioners for the County of Oahu will hold a meeting at the Executive Building, on Tuesday, July 9, 1907, at 4 p. m., to consider the application of Oahu Railway & Land Co. for a hotel license to sell intoxicating liquors, with the privilege of selling after the usual closing hours and on Sundays, at the premises known as the Haleiwa Hotel, Waiwae, Oahu, under the provisions of Act 119, Session Laws of 1907.

All protests or objections against the issuance of a license under said application should be filed with the secretary of the Board not later than the time set for said hearing.

A. J. CAMPBELL,
Secretary, Board of License Commissioners.
7750—June 11, 18, 25; July 2.

The Board of License Commissioners for the County of Oahu will hold a meeting at the Executive Building, on Tuesday, July 9, 1907, at 4 p. m., to consider the application of M. Akiyama for a saloon license to sell intoxicating liquors at Puukaha, Laie, District of Koolaula, Oahu, under the provisions of Act 119, Session Laws of 1907.

All protests or objections against the issuance of a license under said application should be filed with the secretary of the Board not later than the time set for said hearing.

A. J. CAMPBELL,
Secretary, Board of License Commissioners.
7750—June 11, 18, 25; July 2.

The Board of License Commissioners for the County of Oahu will hold a meeting at the Executive Building, on Tuesday, July 9, 1907, at 4 p. m., to consider the application of Frank Correa Oliveira for a saloon license to sell intoxicating liquors at premises formerly occupied by Colweb Saloon, corner Queen and Alakea streets, Honolulu, under the provisions of Act 119, Session Laws of 1907.

All protests or objections against the issuance of a license under said application should be filed with the secretary of the Board not later than the time set for said hearing.

A. J. CAMPBELL,
Secretary, Board of License Commissioners.
7750—June 11, 18, 25; July 2.

ELECTION OF OFFICERS.

At a meeting of the directors of the Hawaiian Hotel Co., Ltd., held in the Bishop Trust Co.'s boardroom, at 924 Bethel street, on Friday, June 28, 1907, at 1 p. m., the following officers were appointed for the unexpired term in the place of certain officers resigned:

Alexander Young, President
W. H. Baird, Treasurer
C. C. von Hamm, Secretary
These officers, together with Mr. F. W. Macfarlane, vice president, Mr. F. Holmes, Mr. A. W. T. Bottomley and Mr. A. A. Young, form the Board of Directors, to serve until the annual meeting in January, 1908.

C. C. VON HAMM,
Secretary.

NOTICE.

Mr. A. V. Gear holds my power-of-attorney to sell, convey and otherwise dispose of my real estate during my absence from Honolulu.

Dated, Honolulu, T. H., July 2, 1907.

7769 L. H. DEE.

NOTICE TO BONDHOLDERS
OF KOHALA SUGAR CO.

In accordance with the terms under which its bonds were issued, the Kohala Sugar Company will pay, with accrued interest, on August 1, 1907, thirty thousand and 00-100 dollars (\$30,000.00) of its bonds.

The numbers of the bonds to be paid are as follows:

7	36	79	111	126
20	38	84	114	129
21	45	91	116	133
25	66	94	119	137
31	67	96	121	147
32	71	98	123	148

Notice is hereby given to the holders of these bonds to present the same for payment at the banking house of The Bank of Hawaii, Limited, in Honolulu, on August 1, 1907, and that interest on same will cease on and after that date.

CHAS. H. ATHERTON,
Treasurer, Kohala Sugar Company.
Honolulu, Hawaii, June 28, 1907.
7766

DISSOLUTION OF CO-PART-
NERSHIP NOTICE.

MEDEIROS & WARREN.

Notice is hereby given that the partnership lately existing between Joseph P. Medeiros of Waiwae, Island and County of Oahu, and Louis D. Warren of Honolulu, Ewa, of said island and county aforesaid, under the firm name of "Waiwae Wine Company," was dissolved on the 30th day of June, 1907, by mutual consent.

All debts owing to said partnership are to be received by said Joseph P. Medeiros, who, having purchased the entire interest of said Louis D. Warren in said partnership, will continue the business under his own name, and all demands on the said partnership are to be presented to said Joseph P. Medeiros for payment, he having assumed the same in full.
Honolulu, June 30, 1907.

LOUIS D. WARREN,
JOS. P. MEDEIROS.

REMOVAL NOTICE.

The offices of the Trustees of the Oahu College, P. C. Jones and Jonathan Shaw, have been removed to the McCandless Building, Bethel street, Room No. 205 (second story).

P. C. JONES.

NOTICE.

I will not be responsible for any debts contracted by others in my name.
J. E. ROBERTS.
Honolulu, July 1, 1907. 7767